

# West Third Corridor Plan

City of Bloomington, Indiana

Bloomington Planning Department

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**Graphics by Kirkwood Design Studios and the Planning Department**

## Introduction

The West Third Corridor Plan is a policy document to be used as guidance for decision making along the designated corridor, as seen in **Figure 1**. The decisions this plan is intended to assist with include land use, thoroughfare design, and engineering decisions. It is not a substitute for design engineering or any of the public participation processes that are normally associated with road construction.

This plan establishes West Third Street from State Road 37 to Adams Street as a Gateway Corridor. All properties fronting on West Third Street between the termini are part of the Gateway Corridor. A Gateway Corridor is a length of road and the properties along the corridor which serve as a major entrance to the community and provides an initial impression of the community. It is important to the community that it provides the best impression possible for economic development, tourism, and a better image of itself. It is also a roadway that is important for the community from a purely technical sense. It must move individual, group and commercial traffic in a safe and timely fashion. This plan is intended to help achieve all of these goals.

One of the methods of public participation that was used in the development of this plan was a steering committee. The Steering Committee looked at a variety of issues and made recommendations regarding those issues. Consensus was not always immediately available, but through candid and civil discussion many recommendations on key components were made and are reflected in this plan. The steering committee consisted of:

Patricia Cole  
Gary Eudaly  
Doug Jones  
Tom Seeber  
Bill Sturbaum

Erika Dowell  
Bruce Houghtelin  
Chris Maguire-Hastings  
Steve Smith  
Linda Williamson

Some of the issues that the Steering Committee dealt with were complex and difficult. The Planning Department wishes to express our deep appreciation to those members for sticking with the process and seeing it through. It should also be noted that some sections of the plan were not discussed at length by the Steering Committee, like Drainage, that were treated as purely technical.

A number of public hearings and public meetings were held during the course of this plan. Meetings where the general public was directly involved were held even before the plan was drafted so general attitudes and information could be gathered. The Planning Department would also like to thank all those who attended public hearings and meetings.

## **Background**

The West Third Corridor Plan is being created from the vision of the Growth Policies Plan. It exists as supplemental guidance to the Growth Policies Plan for the West Third Corridor. This plan seeks to fulfill the comprehensive goals as listed in the Goal Statement below. The GPP calls for such plans in several areas of the city. In addition, there is a special section in the zoning ordinance (20.04.02.00) dealing with approval, purpose, and scope of Subarea Plans. This section is included as an enclosure. The Planning staff would like to thank the members of the Steering Committee, Plan Commission, Common Council, other municipal departments and of the public who assisted in the development of this plan and without whose participation this plan would not have been possible.

## **Goal statement**

The Goal of the West Third Plan is to provide a comprehensive document for the portion of West Third Street from State Road 37 to Adams St.. This document will:

- provide guidance for the improvement of the corridor with policy recommendations regarding road configuration, bike and pedestrian access, freight transportation, aesthetics, land use controls and regulatory changes.
- provide a specific vision of the ideal end product that will derive from the implementation of policies in the plan.
- provide and maintain a high quality of life and enhance the economic vibrancy of the corridor.

These goals are intended to provide Bloomington with an attractive and functional entrance corridor.



## Issues outline

Below are the key issues in the development of the West Third Corridor Plan. Each issue will be addressed in sections of this document.


- **Comprehensive Land Use Review** - This section of the plan will address any comprehensive or regulatory changes which will be required to achieve the specific recommendations of the plan. It will include drafts of the specific changes such as zoning designation changes and updates.
- **Effective road configuration** - West Third Street between Adams and Kimble Drive has been identified in the City's Transportation 2000 program, the Bloomington Area Transportation Study Year 2000 Staging Program and the Interim Transportation Plan for improvements. This subarea plan will help guide Public Works in the development of roadway designs to insure that the road project addresses the current and future needs of the corridor. This plan will make recommendations for portions of the road network that are outside the study area but directly effect the future functionality of the corridor. This plan will make recommendations for access management along the corridor to help promote safety along the new corridor.
- **All Modes Transportation** - Currently the needs of bicyclists, pedestrians and transit riders are underserved within the corridor. This plan in combination with the Transportation 2000 program will seek to rectify this problem along the corridor.
- **Aesthetics** -One of the goals of the plan is to improve the visual quality of the corridor. This will be executed through a combination of efforts involving both on and off premise signs, utilities placement, and landscaping. The plan's intent is to create a visually high quality gateway corridor.
- **Drainage** – This plan will note the major drainage issues and recognize potential locations of future facilities in and around the corridor.
- **2020 Scenario** - This section of the plan will show the idealized vision of the corridor based on the policies and regulatory changes in the plan.

## Comprehensive Land Use Review

The policies and goals outlined here will be amendments to the Growth Policies Plan and will provide recommendations for possible changes to other comprehensive documents. One recommended amendment would be a change to the Policies Plan Map embodying the appropriate geographic references. A recommended Policies Plan Map is provided in **Figure 2**.

This Plan has two key comprehensive land use recommendations. Other minor recommendations are simply noted on the map. The minor changes noted on the map are either refinements of the details of the current policies or clean up changes. Some small lots that are not likely to be aggregated show some minor changes.

The first involves the property located north of Basswood Apartments, south of the Kerasotes site and immediately adjacent to SR 37 on its east side. This property is currently designated as High Density Residential in the Growth Policies Plan. The site has some extreme karst topography and access issues. Due to the difficulty in developing this parcel and due to its high visibility from SR 37 this site should receive serious consideration for redesignation to Employment in the GPP revision process. The site has enough land to accommodate a large, well planned, business park. Access will be a serious concern and should be one of the focuses of the GPP revision process as relates to this site.



The second recommendation regards a series of aggregated properties located roughly between the Rogers Building Supply site and the Landmark PUD. This aggregated site measures approximately 2.3 acres. The current GPP designation is Industrial and the current zoning designation is IL/IS. The concern here is that an industrial use may not be appropriate here and that after the demolition of the homes that were located on the site there is no established use. The GPP designation of this site should be changed to. This change in designation would allow potential users of the property to seek Business Park zoning, or some other zoning designation that would allow office or medical use of the property. It is the recommendation of this plan that the aggregated site not be considered for retail or other high traffic commercial uses.

It is a serious concern whether the new corridor can handle additional trip and road cuts that would be generated by full development of all parcels at their existing zoning designation. After close analysis and discussion, it has been determined that there is not a significant amount of undeveloped commercial land along the corridor. What has been determined is that several of the smaller commercial properties that are underdeveloped may be problematic. A large number of road cuts in a row, particularly near the Cory Lane intersection, may pose a considerable problem to traffic flow, particularly for left turn motions near the intersection of Cory Lane and Third Street.

Several options regarding the Cory Lane properties were discussed by the Steering Committee. The recommendation is an overlay, which we are referring to as the Special Access Management Overlay, shown in **Figure 3**, which would limit site plan approvals and require sites to provide for joint access while still maintaining their ability to develop as individual sites. The

recommendation of this plan is that the zoning overlay be created in the zoning ordinance that addresses the specific needs of this series of properties. The overlay should require provision for frontage road type access for all properties involved, regardless of the order of development, and that some incentive be created to encourage the aggregation of these properties. Developers of these sites which make provision for joint access must formally recognize and accept that the City may close individual cuts in favor of a group access facility in the interest of public safety. The possibility of aligning the frontage access to these properties with Cory Lane should be explored in detail by developers and the City administration. The boundaries shown in **Figure 3** are not hard boundaries but are only intended to be a starting point for discussion by the Plan Commission, the public, and staff. It may be decided to encompass more or fewer properties, or whole other sites, into the overlay. The site shown here is only the most compelling.

# Effective Road Configuration for the West Third Street Corridor

## Road Design

In the discussions involving the actual design of the widening of West Third Street from SR 37 to Landmark Avenue, which was the only section which their recommendation applies to, four options (Boulevard, Mountable Median, Double Line, and Express) were outlined for possibility to the Steering Committee. These four options are at the heart of what will happen on the West Third Corridor. Both MPO staff and Transportation Engineer's comments were given serious weight during discussions and during the writing of this document. The chosen option was an alteration of a Mountable Median design.

The Mountable Median design would consist of 5 lane widths of road plus ancillary facilities such as sidewalks and bike facilities. There will be two open traffic lanes going in both directions and the middle lane will be a turn lane at intersections and will be raised in other locations. This median is level with the travel lanes on both sides and four inches high in the middle of its width. The median will be rippled in a fashion similar to rumble strips. This median will allow left turn movements but will encourage people to lane change into the median, then make a left turn. The nature of the rippling is such that it encourages a vehicle to slow down before it makes the turn across oncoming traffic.

The Mountable Median design would serve some of the functions of the Boulevard by clearly delineating the east and west bound lanes and providing some control of left turns, but would not be as aesthetically pleasing and does not create the level of safety involved with a Boulevard type design. The recommended design does not require the maintenance that a Boulevard requires. A Mountable Median might require less right of way or leave more ROW for bike and pedestrian facilities. In **Figure 4** and **Figure 5** you will find illustrations of what this design will resemble. One issue that has been raised is snow removal along the median. Communities that have these medians use them generally as snow storage on their larger roads and only clear them at key points such as shopping center entrances. Note that this might be difficult in Bloomington because we do not have the history of access control that other communities that use this design have.

## **Thoroughfare Plan Recommendations**

There are several potential or overdue changes to the Thoroughfare Plan that need to be made with this plan. A map locating recommendations is included in **Figure 6**. They are:

- 1) Johnson Avenue** - If it is determined that Johnson Avenue should go through and connect to either Weimer Rd and/or Basswood Dr then Johnson Ave should be upgraded to Secondary Arterial status and a connection over the railroad tracks south of West Third should be made. This may be problematic in that CSX and INDOT are generally opposed to new crossings. However, the large amount of developable land south of the railroad tracks (the Brown, Moore and Ooley sites) will require construction of a connection from Third St to Bloomfield Rd and hopefully further south. Options for track crossings are currently under analysis.
- 2) Cory Lane** - Cory Lane may be overdue for an upgrade to Primary Collector status. This would help facilitate the placement of a light at Cory Lane and hopefully move it higher on the list of improvements in the Transportation Improvement Program.
- 3) Adams Street/Patterson Dr** - As Adams is extended south and improved north it should be upgraded to a Primary Arterial classification. If all the anticipated improvements are included, it may be necessary in the future to realign the Patterson/Adams intersection to make Adams the dominant road. However, based on current situations Patterson should be the dominant road in the foreseeable future. Future site plan approvals should reflect the possibility of the realignment of Adams and Patterson and keep buildings and other key structures out of the potential path.
- 4) Franklin Ave** - The opportunity for Franklin Ave to go farther north and curve over to meet Evergreen Drive has been provided for in the Franklin Business Park approval. This would greatly improve connectivity with the Kimble Drive neighborhood and provide the neighborhood with access to a signalized intersection if one cannot be located at Johnson Drive.
- 5) Patterson Drive** - Patterson Drive should be classified as a Secondary Arterial and as a Truck Route. Sidewalks should be installed for the entire length of Patterson Drive.
- 6) Basswood/Weimer Connection** - Basswood Drive and Weimer Road may both be connected to West Third at some point. How and where they will intersect with West Third Street is a serious conundrum. Optimally they would form an intersection together with an east/west connection with Cory and a link to Johnson Ave. The railroad tracks south of West Third make this a difficult proposition. It may be more practicable to build a railroad overpass at the access between JD Byrider and Autozone, but this creates a jog to Johnson Ave that is not desirable. Another undesirable element of this alignment is that it would require the purchase of several properties and potentially require the demolition of several structures to allow a smooth road transition to Johnson should it be connected north at some time in the future.

## **Access Management**

The West 3rd Street corridor improvements will probably lead to the upgrading and turnover of existing commercial uses along the corridor. This potential intensification of use could adversely impact traffic carrying capacity of the corridor unless some access management measures are utilized. One of the purposes of this corridor study is to recommend changes to existing regulations which would assist in maintaining optimum traffic flow even with the anticipated increase in commercial intensity. Those regulatory changes should include additional access management measures in the zoning ordinance which apply at rezone, conditional use and site plan petitions. Note that by site plans, this plan's intent is for both Plan Commission and staff level site plans as well as permit reviews. -

Some recommended strategies for access control measures along West 3rd Street fall into two general categories:

- 1) Improve driveway safety and design by:
  - a) Requiring a minimum distance between driveways regardless of property lines
  - b) Limiting the maximum number of driveways per property frontage.
- 2) Be more prescriptive in the control of access by creating a zoning overlay to address the following areas:
  - a) Joint use driveways when adjacent properties are developed separately, or design provisions when one is developed that entitles adjacent properties to have access.
  - b) Mandatory consolidation of access points when parcels are assembled for one development.
  - c) Encourage connections between adjacent properties even when each has direct access to Third St.

## **Signalization**

There are three key intersections that this plan recommends be considered for signalization beyond those in the 3<sup>rd</sup>/5<sup>th</sup>/Adams realignment. These intersections are along West Third Street at Landmark Ave, Cory Lane, and wherever a north/south frontage road system may go, probably near or at Johnson Avenue. This Plan recommends that these three intersections receive detailed turning movement counts prior to preliminary engineering to determine if they warrant signals at the time of road construction. If warrants are not met then the intersections should be monitored on at least an annual basis to determine when warrants are met. Per AASHTO standards, no intersection that does not meet warrants should be granted signalization.

## All Modes Transportation

"All Modes Transportation" covers modes of transit not regularly addressed by vehicular studies. This includes bicycles, pedestrians and transit riders. Each of these users has special concerns that are addressed below.

### Bicycles

Bicycle facilities will be included in future road improvements to provide alternative transportation possibilities along the corridor. There were three options (sidepaths, bike lanes and wide curb lanes) that were considered to accommodate this alternate transportation need. One option, side paths or off-street lanes, has been eliminated as a possibility for this project. The number of road cuts along this corridor makes a sidepath design unacceptably dangerous. The remaining two options were discussed. Note that the construction and designation of such facilities does not preclude the utilization of the rail line north of Third as a recreational or other type of bicycle facility. Several members of the public recommended that the facilities on the tracks north of Third and along an uncertain path between Bloomfield Rd and Third should be built instead of bike lanes along Third. There are two problems with this. The first is that bicyclists are trying to get to locations along the road as well as at the other end. The second is that this would require property acquisition outside of the scope of current funds. The two remaining possibilities are discussed below.

a) **Wide Curb Lanes** - Wide curb lanes are an addition of two to three feet of pavement to the outside edge of the outside lane. This additional space allows vehicular traffic to pass around bicyclists safely and smoothly. This type of facility can increase average vehicular speeds. This may be undesirable for left turn movements crossing the lane and for industrial traffic that may further damage the road surface at higher speed. Note that the City of Bloomington Bike and Pedestrian Plan recommends this sort of facility on West Third Street. This type of facility is preferred by Class A riders who constitute the top 5 to 7% of bicycle riders.

b) **On Street Lanes** - This would be the addition of four to six feet of additional pavement to the outside edge of the outside lane, which would be striped as a separate lane for the sole use of bicycles. This type of facility should not increase average vehicular speed, which is desirable. This type of lane is not designed to assist industrial scale traffic. This type of facility will encourage Class B riders (average and advanced riders) to use the facility. Class B riders represent a majority of adult bike riders.

Class C riders (juveniles) and riders with tires smaller than 27 inches in diameter are encouraged to not ride on streets regardless of facility. They are encouraged to ride on sidewalks if present, as they will be in this project.

This plan recommends the use of On Street Lanes as demonstrated in **Figures 7 and 8** and as referred to in **Figure 14**. It is a goal of the policies of the City to encourage alternative

transportation and On Street Lanes appear to do the best job. The use of On Street Lanes is not a consensus in the professional community, therefore engineers and planners should make a more in depth analysis of this specific situation and act appropriately. The possibility of the asphalt for the road surface being made level all the way to the curb should be explored. Drainage problems in this area may make this difficult.

## **Pedestrians**

West Third is seriously lacking in facilities for pedestrians. There are clear signs of need such as paths worn in the grass along lengths where the shoulder is insufficient. Sidewalks will be provided on both sides of the West Third Street Project. Crossings should have crosswalk lights. Textured pavement or pavers are preferred as a means of crossing identification; other options like zebra striping may also be explored. In general some facility to make crosswalks more attractive and have an added feeling of safety is appropriate. Raised islands at crossings with bollards are recommended to provide pedestrian safety and a comfortable place to stop if pedestrians are unable to cross the street in one light cycle.

Lighting along the corridor should be of a pedestrian scale and be of such a design that it does not create undo light pollution.

One key issue that remains for pedestrians along the corridor is crossing SR 37. This plan recommends that a safe pedestrian facility be added to the overpass structure to accommodate pedestrian crossings over SR 37. To that end, the City has petitioned for TEA 21 monies from the state to help in the construction of just such a facility.

## **Transit**

It is recommended that transit facilities should include two types of facilities at six locations. All stops on the north side of West Third should have benches with trash receptacles and should be placed under shade trees to provide shade for transit customers. There should be pull offs so that buses can pull up directly to the sidewalk. This five feet in conjunction with the additional lane width should provide adequate space for a bus to exit the lane of traffic. Benches and receptacles should be on the outside of the sidewalk on separate pads as to not obstruct the sidewalk. Shelters should be placed on all locations on the south side of West Third. Pull offs identical to those on the north side are recommended. Benches on the north side should be placed west of traffic signals, and shelters on the south should be placed east of lights or potential light locations. This allows buses to easily reenter the flow of traffic as the signalized intersection cycles. See **Figure 9** for a diagram of the recommended design. Preferred locations for shelters are at the Landmark Center on both sides, Johnson Ave on both sides and Wynedale Dr on both sides. These locations are shown more precisely in **Figure 10**. All shelters and benches should match with the Bloomington Transit Authority's theme of design.



## **Aesthetics**

It is the goal of the City of Bloomington to visually enhance the physical environment whenever practicable. It is the intent of the City to use all reasonable means to forward that goal along this corridor. A variety of things will contribute to this improvement. One key item is the upcoming revision of the City sign ordinance. The recommendations contained below are a reflection of some of the regulations that are anticipated in the sign ordinance revision.

### **Sign Replacement**

A high proportion of the signs along the corridor are lawfully non-conforming. If the West Third Street Project forces the removal or relocation of a sign, all replaced or moved signs should be required to conform to the current sign regulations or to Scenic/Gateway Corridor sign regulations if in place at the appropriate time. Monument, ground and wall signs should be required to replace pole signs. This would constitute a change in current regulation as it relates to non-conforming signs. Current regulation allows non-conforming signs removed by road widening to be replaced at the original setback. Monument and ground signs should be provided a minimum allotment of square footage per property.

### **Gateway Corridor**

To further realize the goal of visual enhancement of the West Third Street Corridor, the following are suggested changes to the existing sign zoning ordinance or its successor:

- 1) No new pole signs should be allowed along the corridor. Monument, ground, and building signs are all that should be allowed.
- 2) A smaller size allotment for signs should be instituted. The area of signs should correspond to the speed limit and traffic capacity of the West Third Street frontage.
- 3) Requiring signs displaced by road widening to be replaced with conforming signage.

### **Billboards**

The City should reaffirm its policy of reducing the number of billboards in the jurisdiction. A program of purchase of billboards that are removed as part road and capital projects should be put in place. A program of amortization could also serve the same purpose. Several billboards should be retired annually to the point where none are left within the jurisdiction. A more immediate change that is warranted is an amendment to the conditional use regulations of the zoning ordinance which allow billboards to be moved to new locations. The ordinance should not allow the movement of an off-premise sign to any location on a scenic corridor or a gateway corridor like the one established at the approval of this corridor plan. It may be appropriate to eliminate the entire conditional use approval process, which allows signs to be moved. Considering the number of locations currently available to move a billboard too, if scenic and

gateway corridors are removed there may be few places to move them to anyway.

### **Landscaping**

All possible opportunities for landscaping should be utilized. This would include tree plots, transit stops, and any medians that are available. Combined with the burying of utilities, a decrease in sign intensity and all other visually enhancing elements this corridor can be what we are looking for in visual quality. One special opportunity that should not be overlooked is the state owned median east of SR 37 on West Third Street. This median is currently asphalted but permission to plant the median and to place public art in the median is currently being sought from the Indiana Department of Transportation. This median would make an excellent opportunity for use of Percent for the Arts funds and the Bloomington Arts Commission is strongly encouraged to utilize this area if proper permissions from INDOT can be acquired. INDOT has allowed this sort of thing in the past, such as on the east side of SR 37 on Bloomfield Road and the permission is sought with a certain degree of confidence. All landscaping should be of a deciduous and native nature.

Opportunities for landscaping along the entire corridor, from SR 37 to downtown, should be found while existing landscaping should be maintained to the extent possible.

# Utilities and Drainage

## Utilities

All above ground utilities along this corridor would optimally be buried. This should happen in a planned and predetermined fashion. Space underground should be allotted to each utility in accordance with its need including expansion of service. Cinergy has been discussing the possibility and has agreed to provided cost estimates for burying utilities along various sections of the corridor. Some of the lines, particularly a section of transmission line, may not be cost effective to bury. This is the optimal time to bury lines, because the lines will already have to come down for the road widening. ISTEA moneys may be available to help pay for burying these utilities under the enhancement section of that act. The city has met the INDOT deadlines necessary to apply to receive enhancement monies to assist in the completion this project. If the ISTEA monies are not received during the corridor plan adoption schedule or if they are not granted the city will have to determine the financial priority of such a project.

A pre-determined organization of utilities needs to be done. This should not only include sewer and water utilities but space for electric, cable, telephone, gas and all other utilities as well. It is also currently the policy of the city to place 4" conduit for future fiber optic cable links. This conduit should be placed for the entire length of the project.

Another issues regarding utilities is the placement of an irrigation system in any medians which might be landscaped. An irrigation system for median planters, if utilized should be easily accomplished, thereby eliminating the need for water trucks to block traffic to water and care for plants.

## Drainage

The West Third Corridor is composed of three drainage basins. These are:

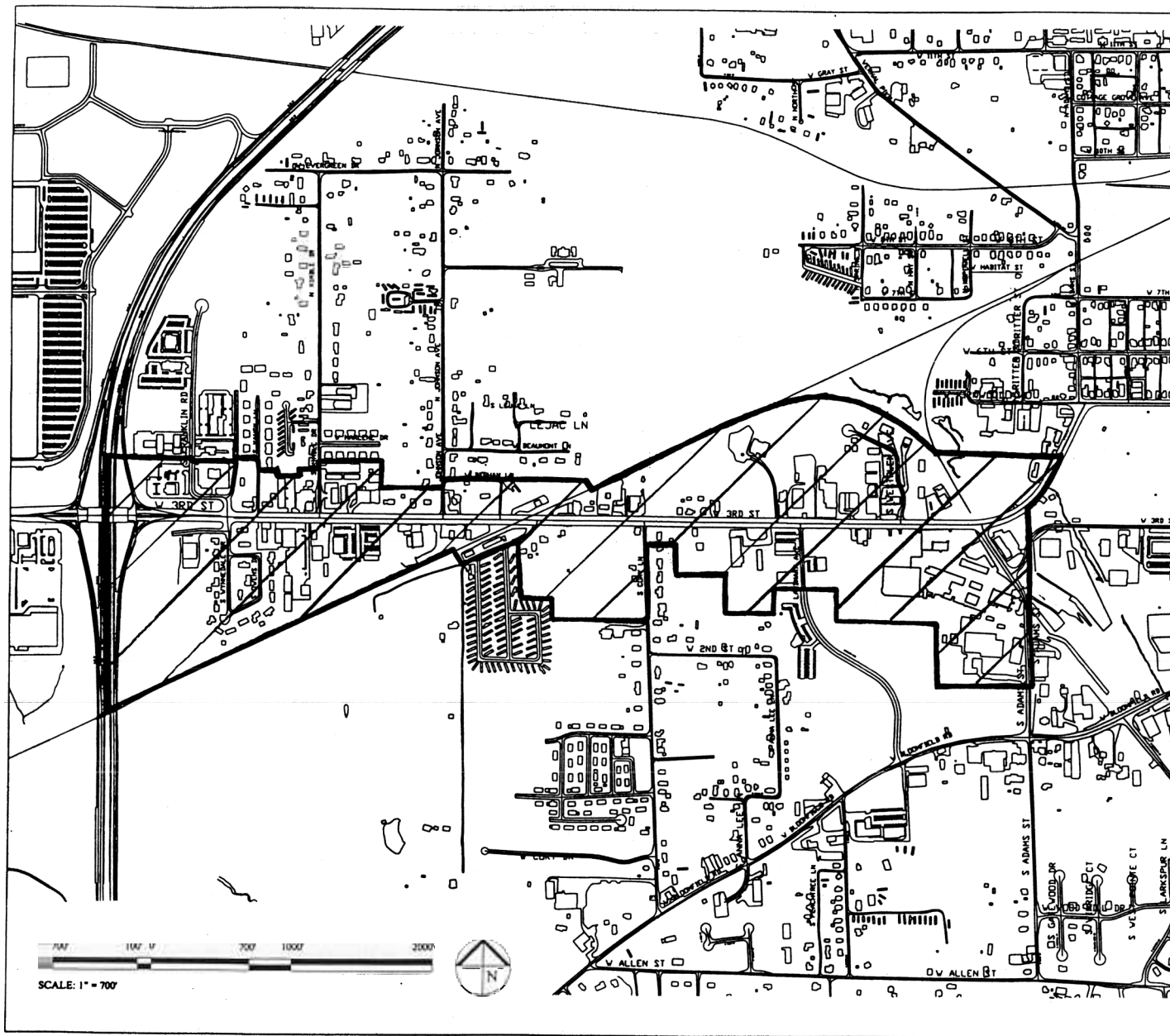
- 1) the west branch of Clear Creek which essentially runs from Adams St to Cory Lane.
- 2) a karst area which runs approximately from Cory Lane west to the railroad tracks.
- 3) the west fork of Clear Creek which runs from the tracks to west of State Road 37.

**Figure 11** references the three key basins in the area.

Two regional detention facilities have been discussed in this area. The first is a tract south of Third and east of Adams, which is currently owned by Rogers Group. The second is south of the Kerasotes site and south of the tracks on a property currently owned by Bill Brown. The former site is the headwaters of the 100 year floodplain that runs approximately from that site to south and east of the Thomson site. Currently there are two pipes, one 30" and one 48" that drain to the Rogers site. Also note that any development in this area is required to have the same post development flow as pre- development runoff.

## 2020 scenario


The 2020 Scenario is a vision of some potential end results of the policies listed above. Note that this is the **ideal** vision, and may not be attainable within the financial means of the City. The renderings are designed to step ahead to year 2020 and look at what the culmination of the complete application of these policies would look like. **Figure 12** is a key map. **Figures 13A-D** are renderings of existing areas in the study area. **Figures 14A-D** are renderings of what the corresponding areas from Figures 13A-D may look like under the above policies. Staff executed this portion of the plan. The renderings show how the policies of the plan are meant to be reflected in the physical environment. Note that Figures 13A and 14A are not entirely of the study area but part of it and some area east of it. This future rendering in particular may be difficult to execute because this portion of the Transportation 2000 program was well under way previous to the development of this Plan.



# West Third Corridor Plan

City of Bloomington  
Planning Department  
Bloomington, Indiana

## Key Notes / Legend

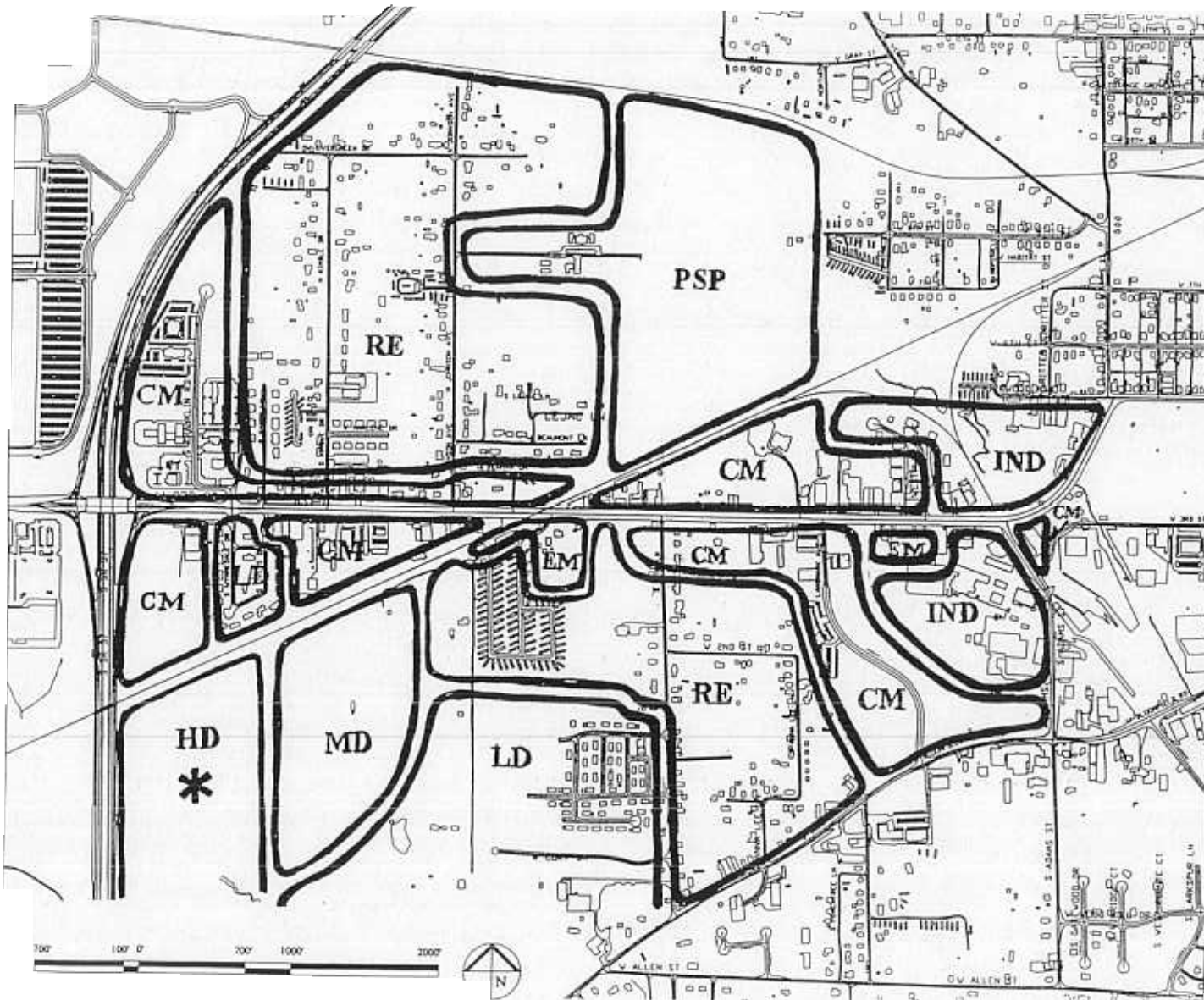
 Study Area Boundary

## Outline of Study Area

Figure 1

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Date: 1.19.99



# West Third Corridor Plan

City of \_\_\_\_\_ to  
Planning Department  
Birmingham

and

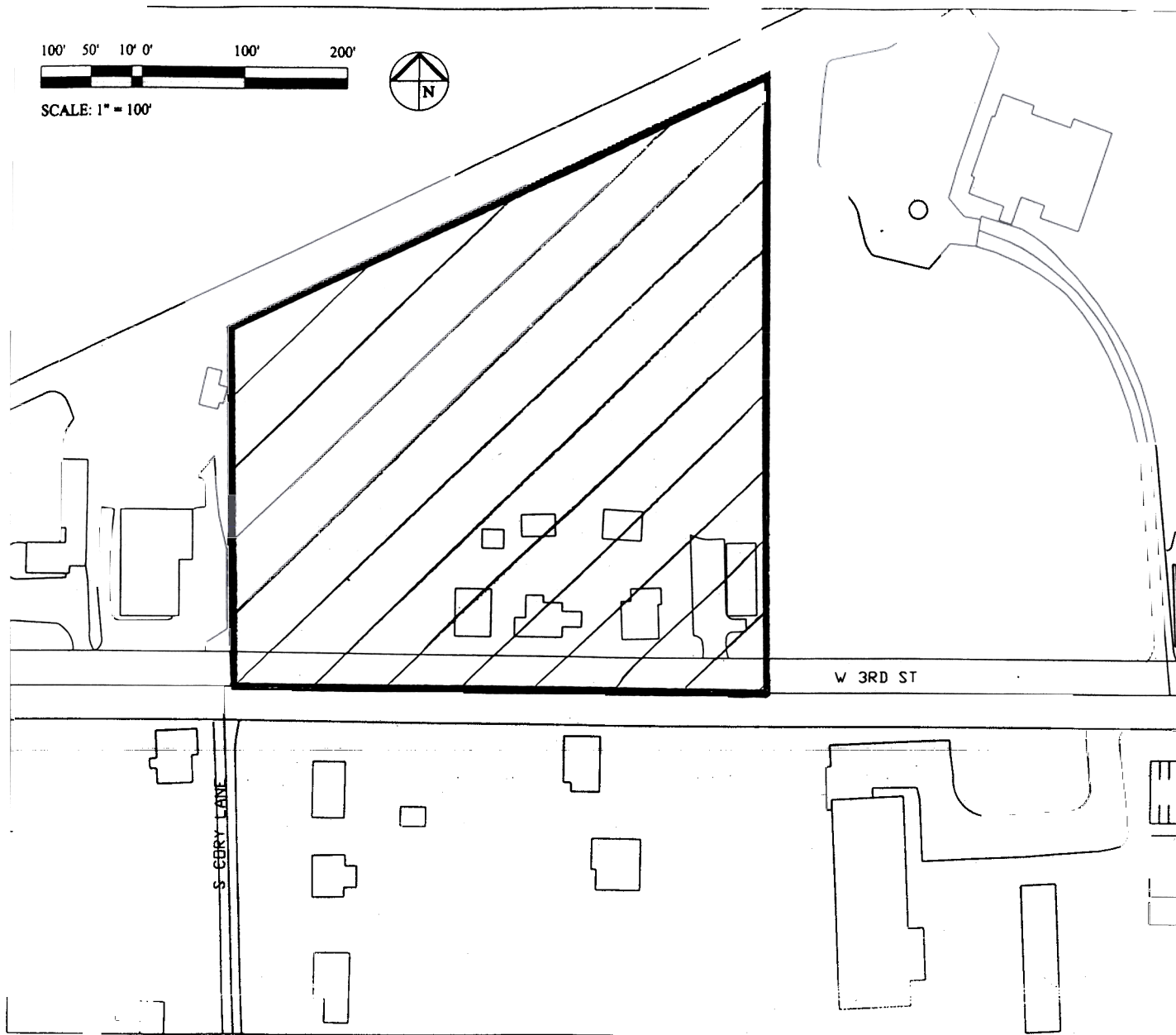
Growth Designation

EM Employment  
Industrial  
Industrial

HD High Density Residential  
\* Special Revi

Recommended Plan Map

age



## West Third Corridor Plan

City of Bloomington  
Planning Department  
Bloomington, Indiana

### Key Notes / Legend

 Special Access  
Management Area

Special Access  
Management Overlay

Figure 3

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# West Third Corridor Plan

City of Bloomington  
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Bloomington, Indiana

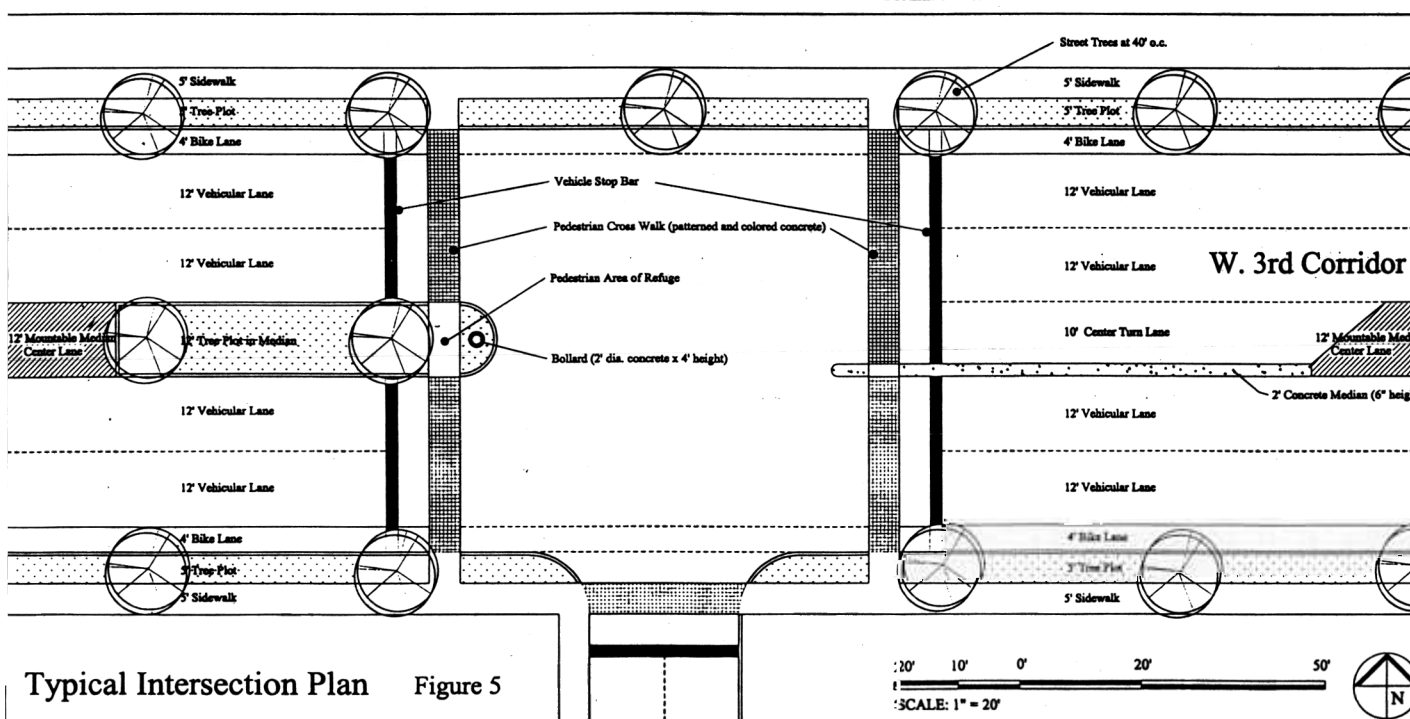
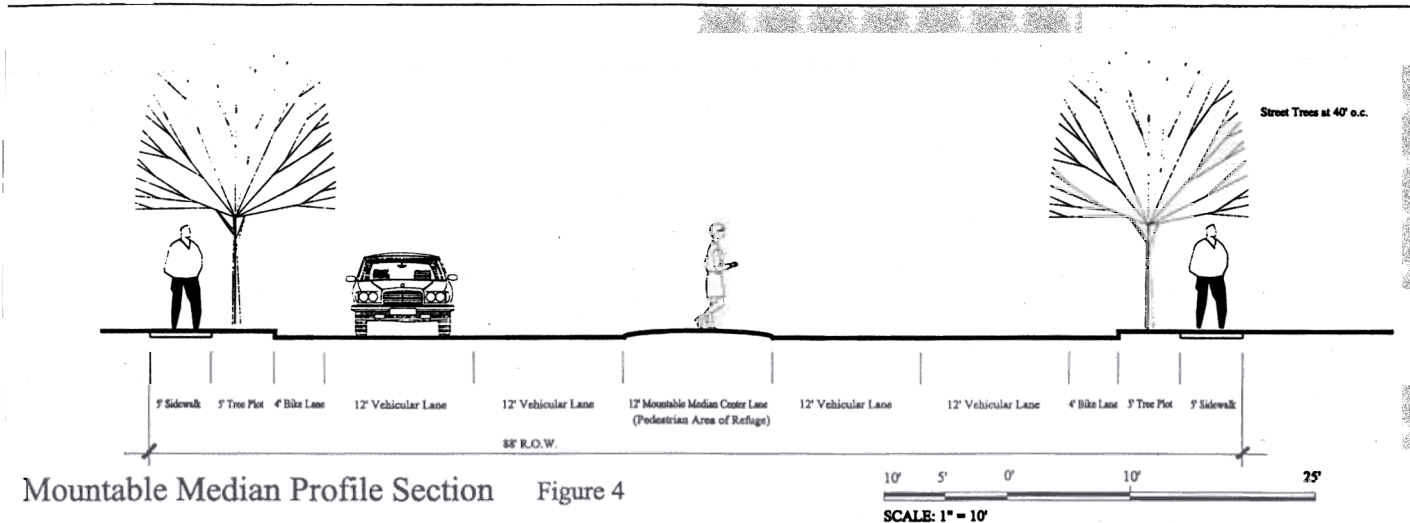
## Key Notes / Legend

## Mountable Median Profile Section and Typical Intersection Plan

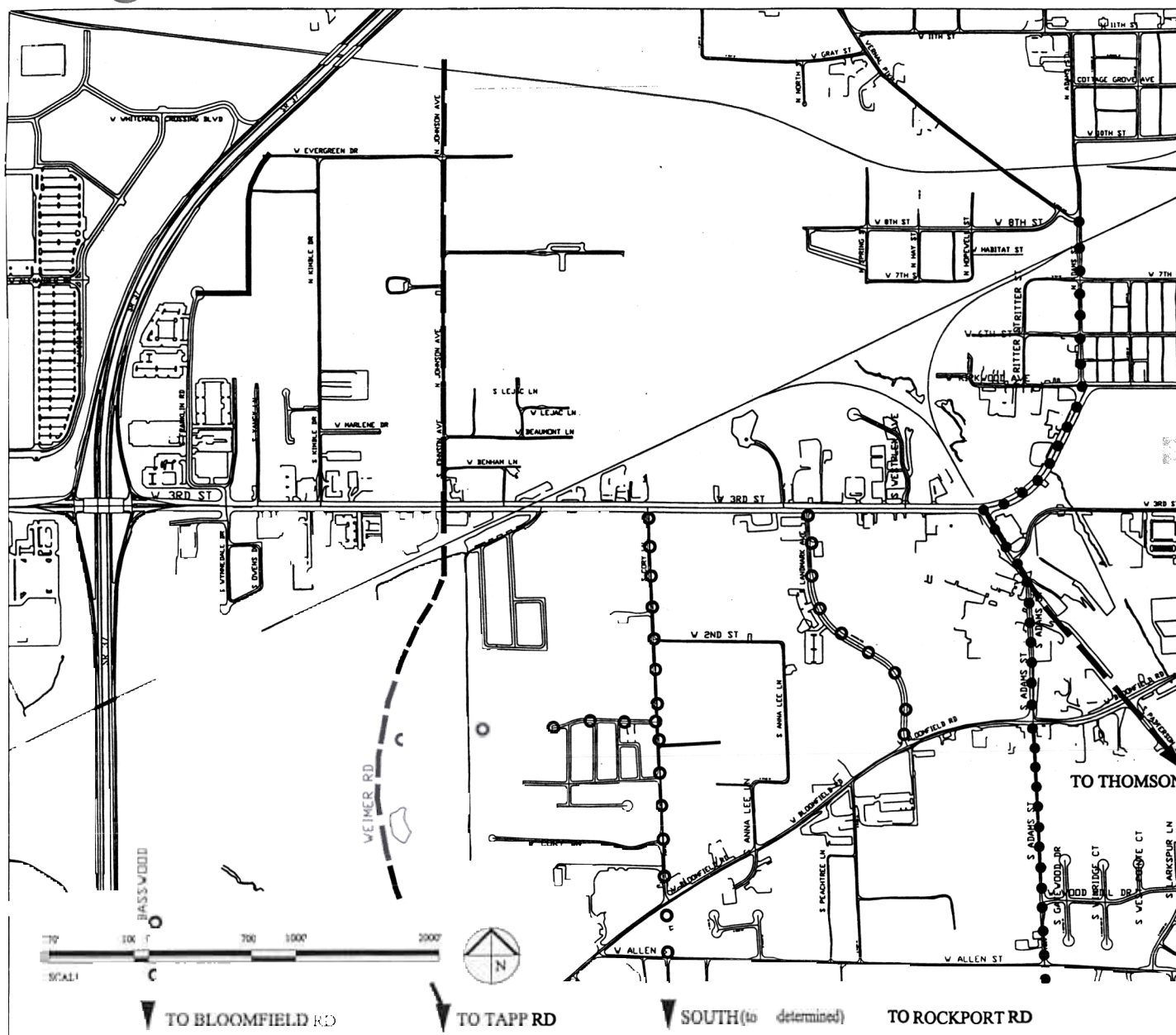
Figures 4 and 5

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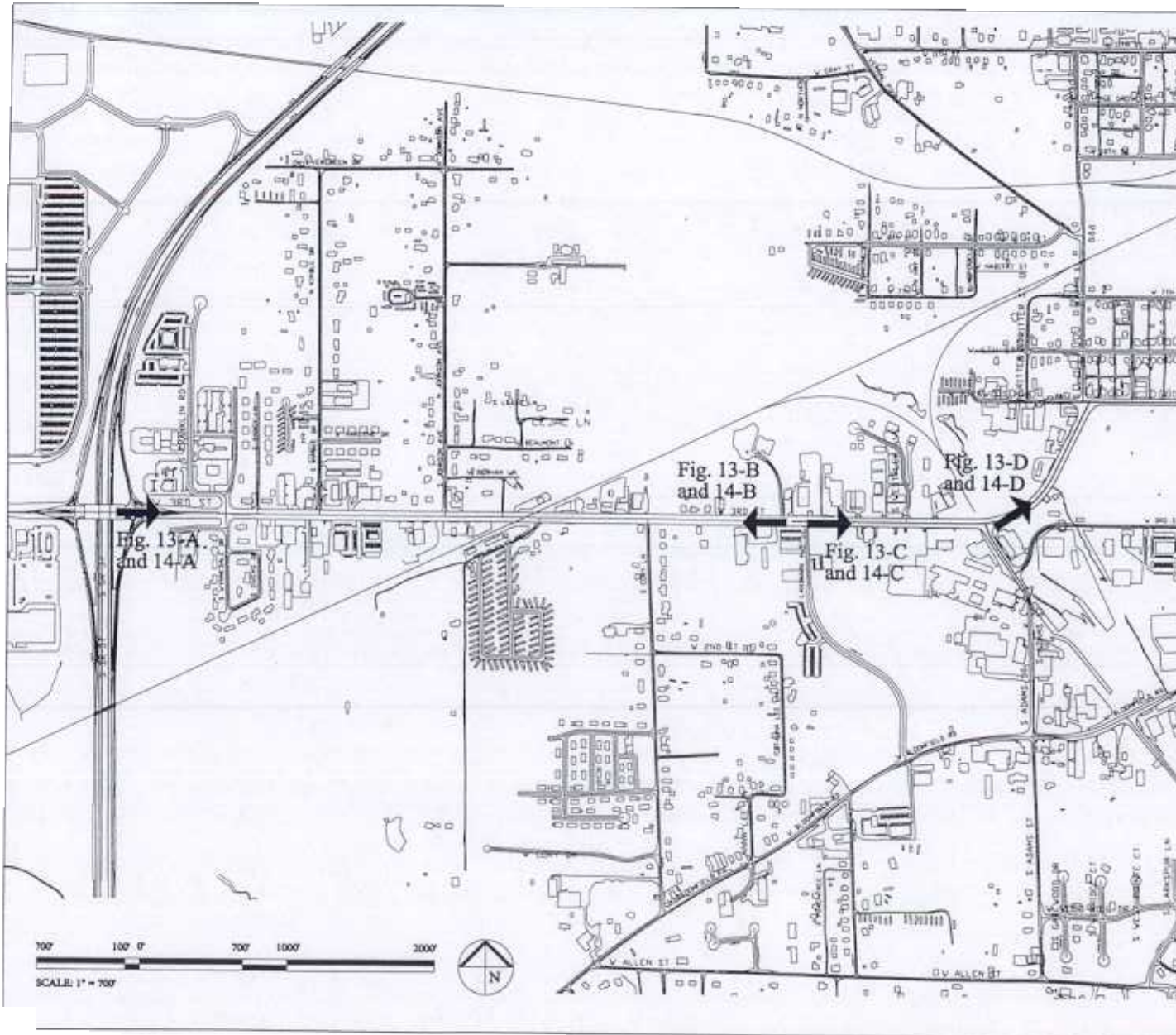


### Key Notes / Legend

\* - Potential Regional Detention Facilities

Figure 11





# West Third Corridor Plan

City of Bloomington  
Planning Department  
Bloomington, Indiana

Key Notes / Legend

➔ 2020 Scenario Drawing  
Location Key

2020 Scenario Key Plan

Figure 12

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# West Third Corridor Plan

City of Bloomington  
Planning Department  
Bloomington, Indiana

Key Notes / Legend

2020 Scenario  
Existing View A

Figure 13 - A

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Figure 13-A Existing View A (Looking East from S.R. 37 / West Third St. Overpass Median)



Figure 13-B Existing View B (Looking West from the Intersection of West Third St. and Landmark Ave.)

## West Third Corridor Plan

City of Bloomington  
Planning Department  
Bloomington, Indiana

Key Notes / Legend

2020 Scenario  
Existing View B

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Figure 13-C Existing View C (Looking East along West Third St. from Landmark Ave. area)

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Figure 13-D Existing View D (Looking Northeast along West Third St. near Adams)

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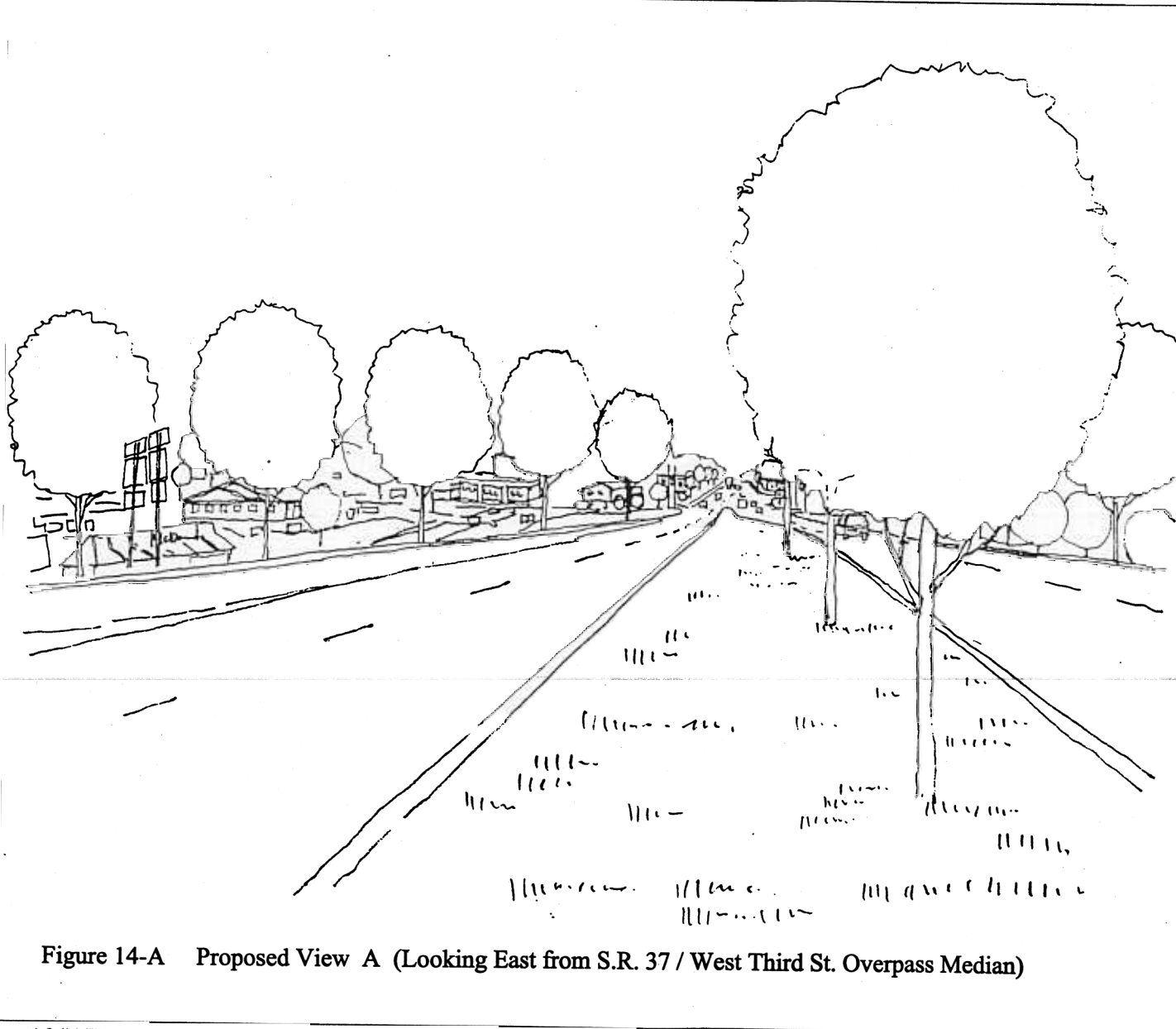


Figure 14-A Proposed View A (Looking East from S.R. 37 / West Third St. Overpass Median)

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Figure 14-B Proposed View B (Looking West from near the Intersection of West Third St. and Landmark Ave.)

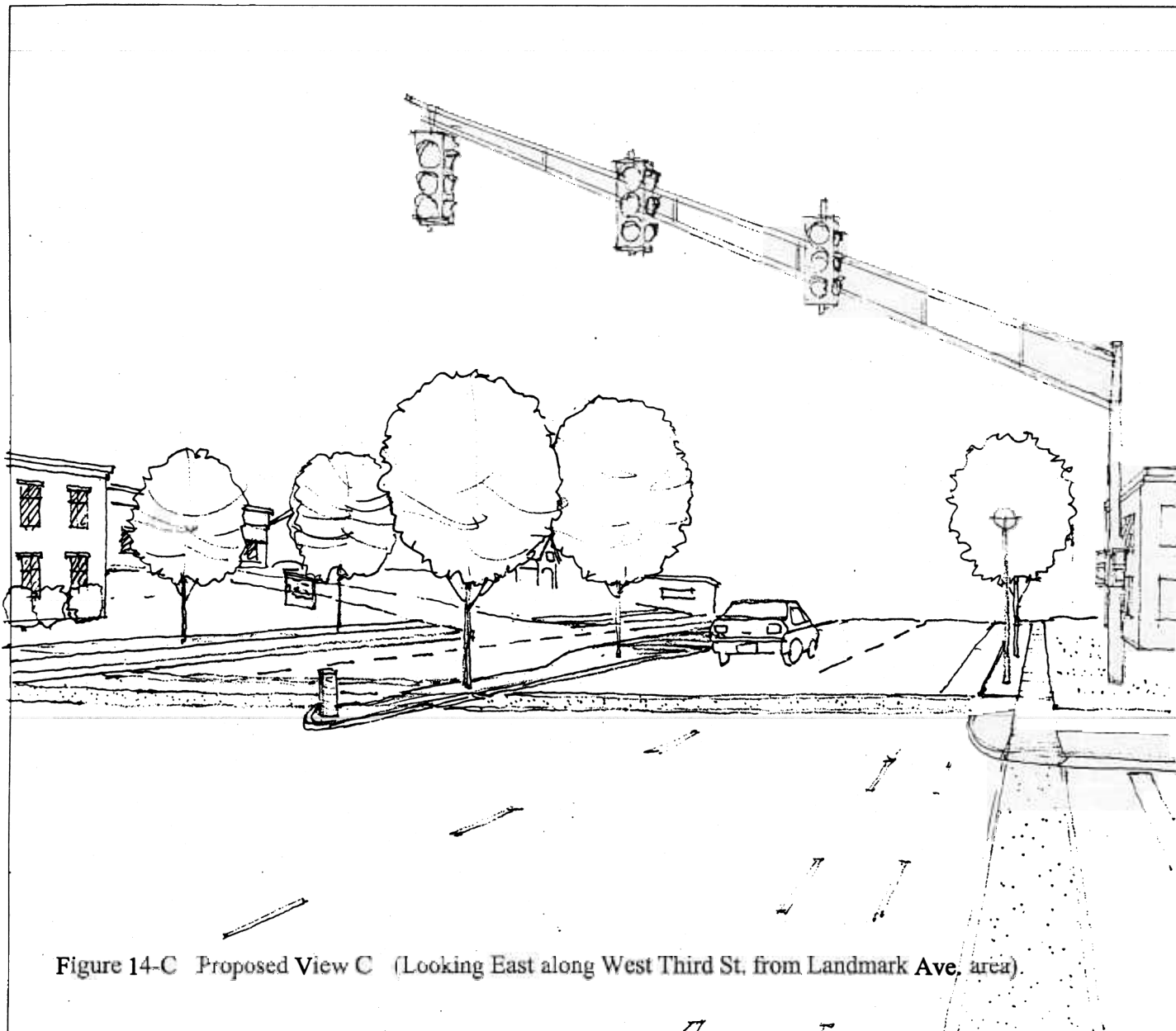


Figure 14-C Proposed View C (Looking East along West Third St. from Landmark Ave. area).

Map Created by KIRKWOOD DESIGN STUDIO

## West Third Corridor Plan

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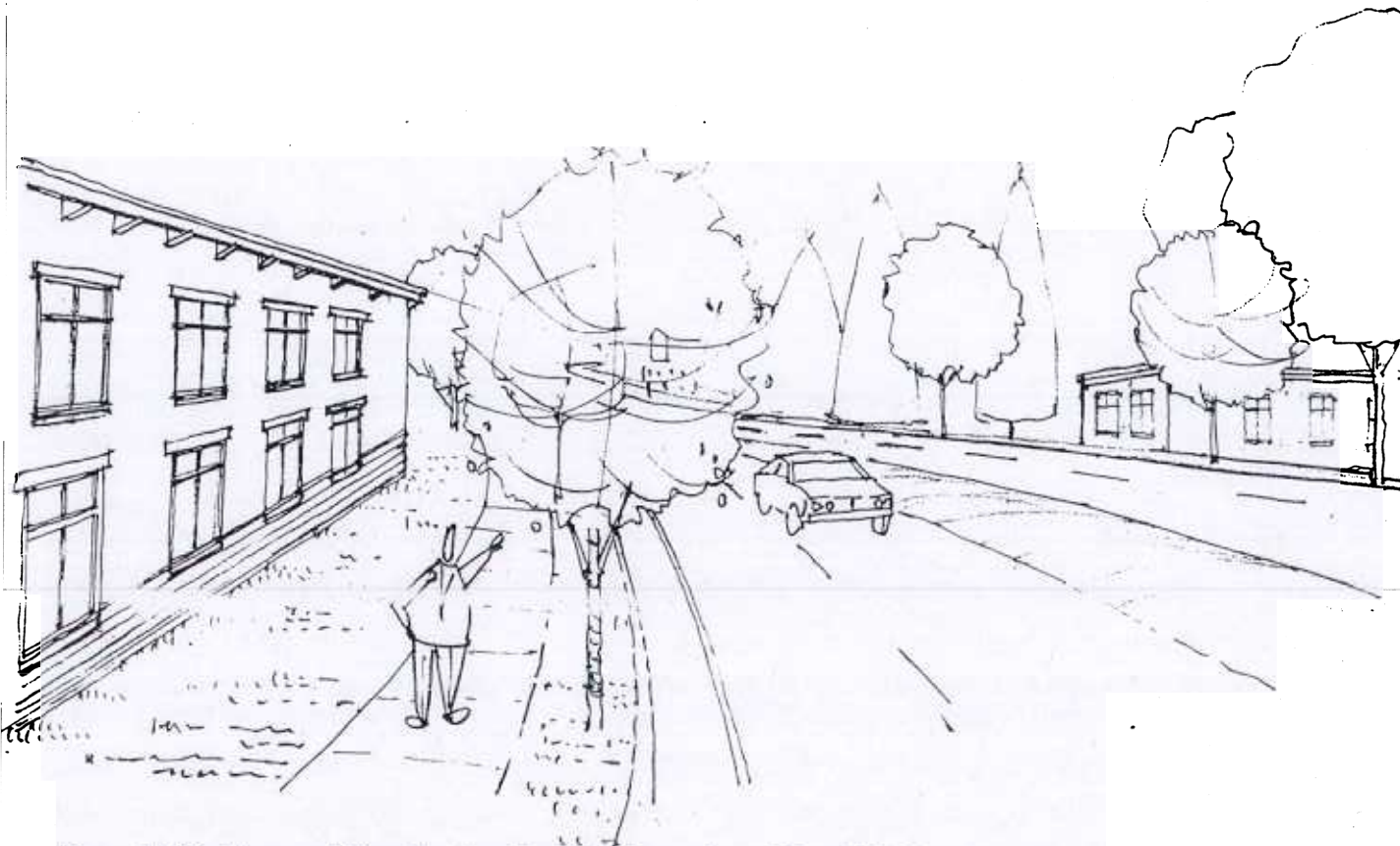
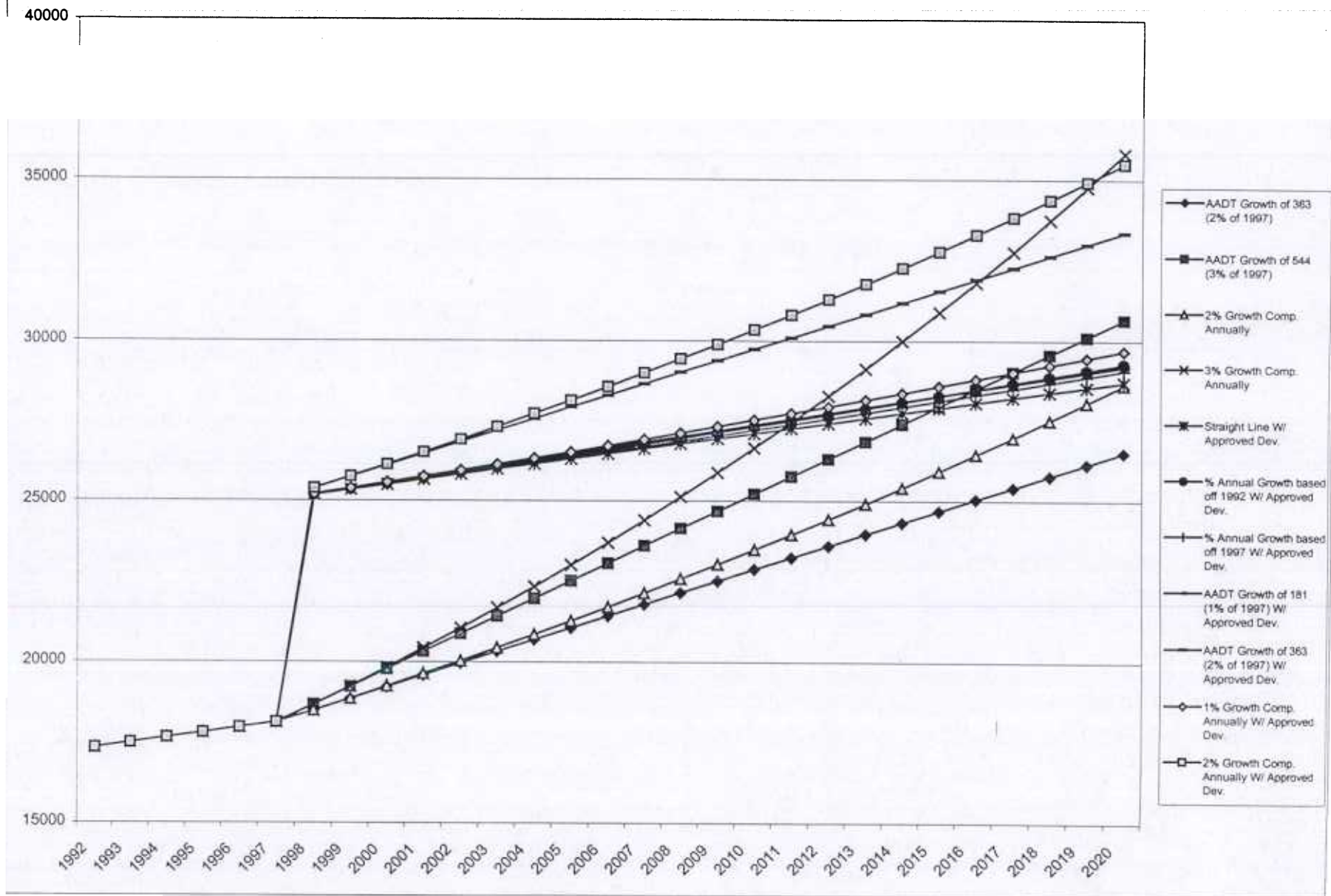


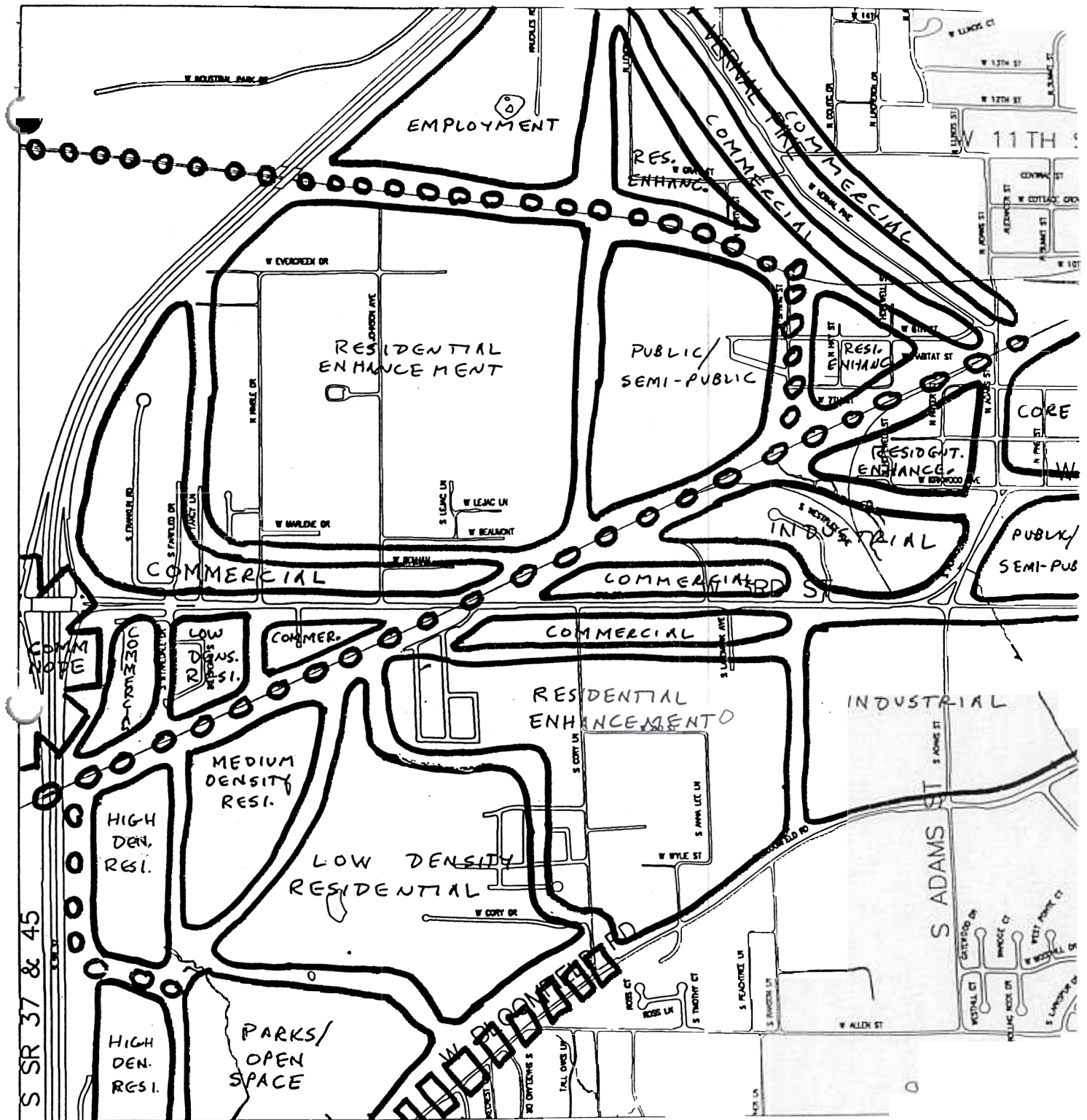
Figure 14-D Proposed View D (Looking Northeast along West Third St. near Adams)

## **ADT Projection Statement**

Several different types of ADT (Average Daily Trip) projections were made, as may be noted on the accompanying chart. The ADT projections for West Third Street varied from 21,824 to 42,682 depending on the type of projection done. You may note that on the chart a portion of the projections start at a higher point. This spike in certain projections is an accounting of approved projects with known ADT predictions from their transportation studies. Note that a majority of projections for the year 2020 are clustered between 28,611 and 30,656 ADT. LOS (Level of Service) E for a road like West Third Street is anticipated to be in this plan is 30,000 ADT. The current road configuration has an ADT of 18,144 which puts it well beyond the LOS E count for a road of its type which is 12,300. This demonstrates that West Third Street should function at a vastly improved level of service for many years to come.







Growth Policies Plan Map

PATHWAY

SCENIC CORRIDOR

By: shaym  
3 Apr 98

1000 0 1000 2000 3000

For reference only; map information NOT warranted.

City of Bloomington  
Planning Department



Scale: 1" = 1000'



West 3rd Corridor  
Figure 16

Area of mixed commercial/industrial activity. Important entryway corridor from the west, serves significant commercial traffic. The intersection of West 3rd and Indiana 37 Bypass has recently been improved. Because 3rd Street narrows at Adams, through traffic is forced north of the cemetery to 5th Street which is a narrow restricted major arterial. This corridor is currently under study for realignment and major roadway improvements. One option includes a new roadway corridor from Cory Lane to Adams and widening 5th Street to four lanes. There are other alternatives including a one-way pair of streets with 5th being the eastbound side of the pair, configured in much the same manner as current roadway patterns.

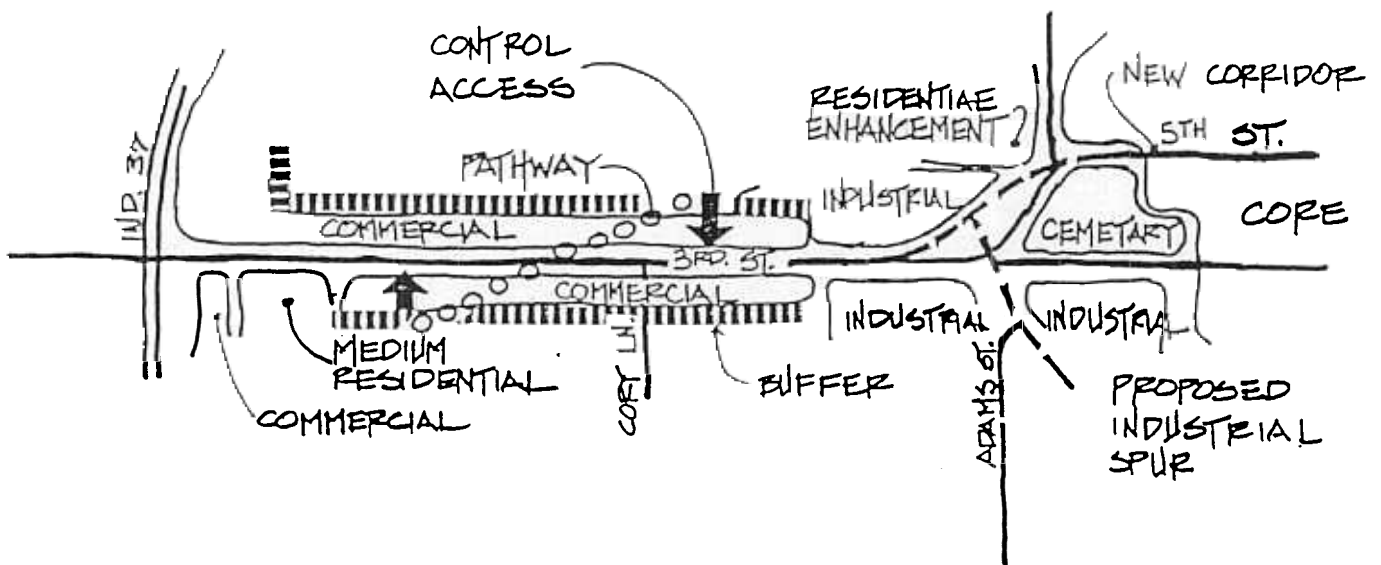
For that portion of the corridor from Indiana 37 Bypass to Adams the development policy should be:

- Contain commercial sprawl.
- Enhance and upgrade overtime/especially the north frontage of 3rd between Cory Lane and Adams.  
Control, limit and share access and parking.  
Improve roadway aesthetics and landscape elements.  
Where large tracts become available through realignment of highway corridor encourage large tract single destination uses/building supply, auto dealer, etc.

For the portion of 5th Street to be impacted by roadway improvements and lane widening:

- Encourage structural acquisition.
- Provide housing relocation assistance.
- Develop and implement a corridor landscape/streetscape plan.
- Develop new townhouse/row house along roadway frontage (earmark 40% of units as affordable).  
Improve pedestrian amenities.

With the results of the corridor study, a subarea plan for the West 3rd corridor should be prepared and the comprehensive plan amended accordingly.





## **Proposed schedule for various City of Bloomington Road Projects:**

### **3rd St. Phase I**

Design Complete  
July 1998 R/W acquisition ends  
August 1998 bid letting  
October 1998 construction start

### **Patterson Dr. 2nd - 3rd Streets**

April 1998 Preliminary plans  
May 1998 Public Meeting  
June 1998 Design Complete  
July 1998 R/W acquisition completion (if necessary)  
July 1998 Bid letting  
July 1998 Construction Start

### **Patterson Dr. Allen St. to Grimes to Walnut**

June 1998 & August 1998 Public meeting  
August 1998 Design Complete  
September 1998 Bid letting  
October 1998 Construction

### **Winslow/High/Rogers**

April 1998 & June 1998 Public Meeting  
June 1998 Design complete  
August 1998 R/W acquisition & DNR permitting complete  
September 1998 Bid letting  
October 1998 Construction

### **College Mall Road**

July 1998 & November 1998 Public Meeting  
March 1999 Design complete  
June 1999 R/W acquisition & DNR permitting complete  
June 1999 Bid letting  
July 1999 Construction

### **Third St. Phase II**

January 2000 Design complete  
December 1998 & December 1999 Public Meetings  
July 2000 R/W acquisition complete  
July 2000 Bid letting  
August 2000 Construction